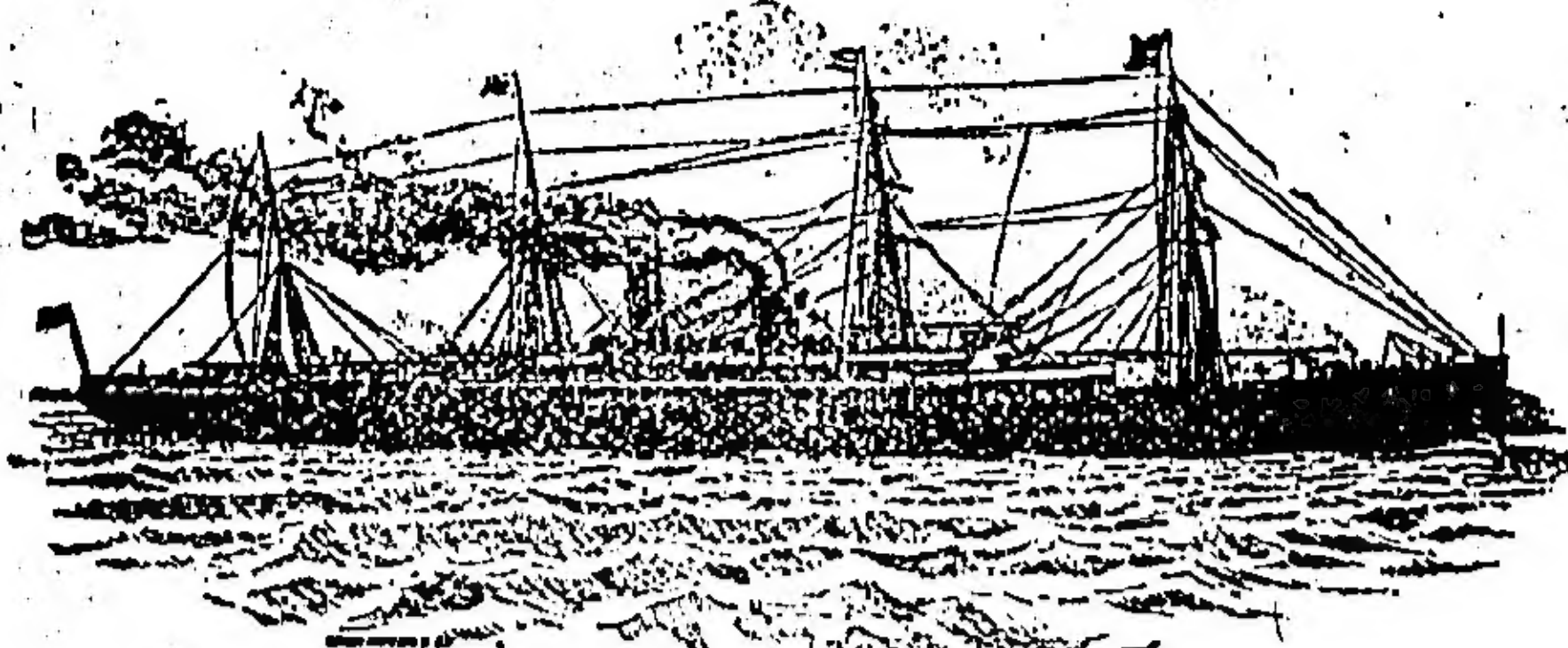


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	6,307 Gross Tons	TUESDAY, 24th November, at Noon.
"SIBERIA"	11,284 "	WEDNESDAY, 2nd December, at Noon.
"GOITIC"	4,352 "	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307 "	FRIDAY, 18th December, at Noon.
"KOREA"	11,276 "	SATURDAY, 26th December, at Noon.
"GALIC"	4,205 "	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,307 "	SATURDAY, 9th January, at Noon.
"OHINA"	5,060 "	TUESDAY, 19th January, at Noon.
"DOEG"	4,784 "	FRIDAY, 29th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 20th November, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

R.M.S. "EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 10th February.
"TARTAR"	4,425 "	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 9th March.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 30th March.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS (NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
HAMBURG	HAVRE, BREMEN and HAMBURG.	24th Nov.	Freight.
Stena	(Calling at SINGAPORE and COLOMBO).		
UEVIA	HAVRE and HAMBURG.	1st Dec.	Freight.
Borck	(Calling at SINGAPORE and PENANG).		
RIGONIA	HAVRE and HAMBURG.	15th Dec.	Freight.
Forst	(Calling at SINGAPORE and COLOMBO).		
TURNBERG	HAVRE and HAMBURG.	29th Dec.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG).	5th January, 1904.	Freight.
MBRIA	HAVRE and HAMBURG.		
Duckstein	(Calling at SINGAPORE and COLOMBO).		
YUHA	NEW YORK	About end of December.	Freight.
von Hoff	VIA SUZ.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 18th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,361 tons	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	A. W. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,260 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and latest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNG-SHAN"	1,993 tons	Captain W. E. Clarke.
-------------------------	------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. } Sunday
Do. from Macao to Hongkong daily at 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
-----------------------	----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	563 "	C. Butchart.
"TAK HING"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

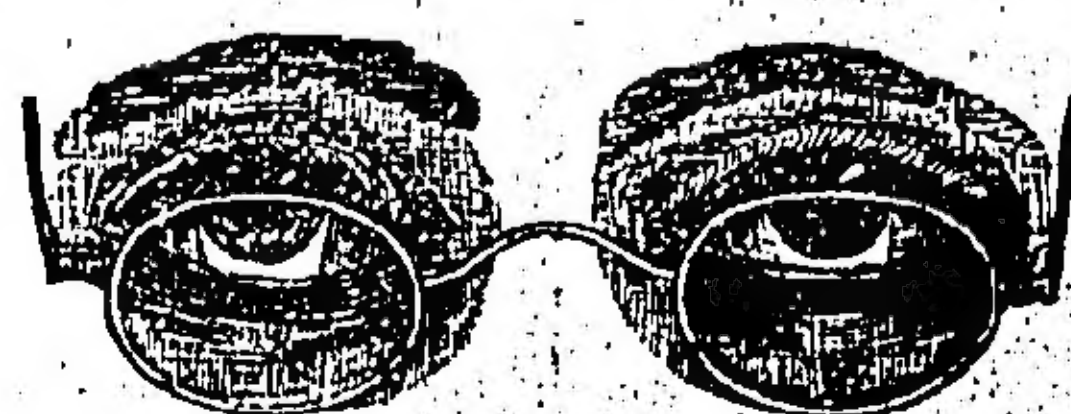
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & CO.,
CONNAUGHT HOUSE.

954c]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE
KOWLOON HOTEL,
FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRAC-
TICE will take place from the undermen-
tioned Batteries and on the dates as specified
opposite—

Fly Point and Upper Belcher Batteries in a
direction to the South of Chung Hui
Island at a range of about 4,500 yards,
on the 25th November, 1903.

Stonecutters South Shore and East Batteries
in a South-Westerly direction at ranges
from 2,000 to 3,000 yards, on the 27th
November, 1903.

Lyemun (Pak-sha-wan and Sy-wan Batteries)
in the direction of the entrance to
Junk Bay at ranges from 2,000 to 4,000
yards, on the 28th November, 1903.

Practice will commence at 9 A.M. daily, and
end about 11 A.M. daily, if the range is clear.

By Command,

F. H. MAY,

Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 19th November, 1903. [1388e]

THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY
MEETING OF SHAREHOLDERS in the
above Company will be held at the Com-
pany's Office, No. 37, CONNAUGHT ROAD,
CENTRAL, on TUESDAY, the 24th day of
November, at Noon for the Purpose of Present-
ing the Report and Statement of Accounts to
the 30th of September, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from the 19th to the 24th
November, both days inclusive.

J. W. KEW,

Manager.

Hongkong, 11th November, 1903. [1353e]

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-
SEVENTH ORDINARY MEETING
of SHAREHOLDERS in the above Company
will be held at the Head Office, Victoria,
Hongkong, on TUESDAY, the 8th proximo,
at Twelve o'Clock Noon, for the purpose of
receiving the Report of the Directors, together
with Statement of Accounts to the 30th April
last, and of declaring Dividends.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th inst. to the
8th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 16th November, 1903. [1374e]

CHRISTMAS GREETINGS IN
ADVANCE.

AN early opportunity to those WISHING
TO SEND GREETINGS to their
RELATIVES and FRIENDS at Home.
I have just unpacked a parcel of Raphael
Tuck's XMAS AND NEW YEARS CARDS
of various pretty designs and description,
specially selected to suit the taste of young
and old.

Very moderate prices and as usual 10% dis-
count for cash.

H. RUTTONJEE,

No. 5, D'Agular Street,

and

36 and 38, Elgin Road, Kowloon.

Hongkong, 20th November, 1903. [1393e]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, Connaught Road Central,
Hongkong, 9th February, 1903. [20]

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 28th November, 1902. [1267e]

MADAM FLINT & CO.

BEG TO ANNOUNCE

THAT THEIR

DRESSMAKER

HAS ARRIVED FROM PARIS.

NEW GOODS FOR THE SEASON

will arrive by the "Himalaya," on

SATURDAY, the 21st instant.

Hongkong, 17th November, 1903. [1313e]



PURE

DELICIOUS

REFRESHING

may now be had in Cases of

4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.,

3, DUDELL STREET.

1st September, 1903. [6500]

DEUTSCHE WEINGESellschaft
DUHR & CO., COELN.

STOCK ON HAND OF

AHRLEICHART, a red Ahr Wine at \$18.50

GRAACHER, Moselle at \$16.50

LAUBENHEIMER, Hock at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

14046 Central 16

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	On 26th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTSE"	On 12th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 19th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 2nd January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 9th January.
S.S. "PELEUS" left Singapore on the 21st inst., and is expected to arrive here on the 26th last.		

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, LONDON and ANTWERP	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 29th December.
LIVERPOOL	"YANGTSE"	On 5th January.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 12th January.
* Taking Cargo for Liverpool at London Rates.		

TRANS-PACIFIC SERVICE.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PELEUS"	On 28th November.
all PACIFIC COAST PORTS, and	"TYDEUS"	On 1st January.
NAGASAKI, KOBE and YOKOHAMA.		
S.S. "DEUCALION" from Tacoma, arrived Yokohama on the 17th inst., and leaves Moji for Hongkong on the 23rd inst.		
For Freight, apply to		

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 21st November, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHEFOO	"IOHANG"	24th November.
NINGPO, SHANGHAI and DALNY	"WOOSUNG"	25th "
MANILA	"BUNGKANG"	25th "
MANILA	"CHANGSHA"	2nd December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	2nd "
KOBE	"CHINGTU"	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

M.B.—RED C.D. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 21st November, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th Nov., at 10 A.M.
ZAFIRO	2540	R. W. Almond	"	SATURDAY, 5th Dec., at 10 A.M.
PERLA	1980	W. G. Lawson	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 21st November, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

FOR

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW	"ANPING MARU"	K. Sudaoki	SUNDAY, 22nd Nov.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	TUESDAY, 24th Nov.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	FRIDAY, 27th Nov.
FOR ANPING	"MAIDZURU MARU"	T. Saito	SUNDAY, 29th Nov.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 21st November, 1903.

Shipping—Steamers.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 26th November, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 1st December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 20th November, 1903.

K. NAKASHIMA, Manager.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG."

Captain Meyer, will be despatched for the above Ports TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st November, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR."

Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 19th November, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MANZILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"ATHOLL."

Captain Watt, will be despatched for the above Ports, on WEDNESDAY, the 2nd December, at Noon.

For Freight or Passage, apply to J. S. VAN BUREN, Superintendent.

Hongkong, 14th November, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ-CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"ORO"	21st Nov.
"ORONO"	8th Dec.
"LOWTHER CASTLE"	15th Dec.
"SIKH"	24th Dec.
"SAGAMI"	5th Jan.
"LENNOX"	15th Jan.
"AFRIDI"	27th Jan.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 17th November, 1903.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW"

1474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M. on Excursion Sundays, at 8.30 A.M. from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.



Consignees.

S.S. "ARMAND BEHIC"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Orizabal* and *Guadiana*, and from Havre ex s.s. *Guadiana*, and from Bordeaux ex s.s. *Ville de Rochefort* and *Cambray*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 17th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 24th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th instant, or they will not be recognized. All damaged packages will be examined on TUESDAY, the 24th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th November, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 16th November, 1903.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNIA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, TO-MORROW, the 18th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 17th November, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 2nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 16th November, 1903.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marina Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 20th instant will be subject to rent.

All Claims must be sent in to me on or before the 23rd instant or they will not be recognized.

No Fire Insurance has been effected.

J. STAURT THOMSON, Acting Agent.

Hongkong, 13th November, 1903.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ARAGONIA."

Captain Fort, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th November, 1903.

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"NIPPON"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 26th of November, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th of November, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 19th November, 1903.

WEATHER-FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here.

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

THE "EMPERESS"—"KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

(Continued from Yesterday.)

Shanghai, 12th November.
Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, K.N., H.M.S. Sirius, Naval Assessor.
The Imperial Chinese Government, the owners of the cruiser Kwang Tai, v. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

His Lordship: It may have a bearing of great importance at a later stage. Of course, we all regret the Captain is not here to give his evidence, but I do not think, at all events, that it would have anything to do with the present stage of the case.

Mr. Sharp: We admit he went down under an awning.

The gunnery Lieutenant of the Kwangtai was the next witness called. At the time of the collision he was below in his cabin. He immediately afterwards went on the bridge. The Captain was there and he remained with him. Shortly afterwards he was thrown into the water; at the time he was with the Captain standing near the gangway. The Captain was thrown backwards. The vessel rolled over as the water rushed in. He had hold of a windlass; then the vessel sank.

Cross-examined: The Captain could speak English. He saw one of the officers on the bridge speaking to the Captain. He could not say whether there were many empty boats around the Kwangtai as she went down. He heard the foreign officer on the bridge call out to the Captain but he could not hear what he said. He heard the Captain say "No, I will not come down; I shall remain here, I shall not leave until everybody else has." (Asked to repeat in English what was said, he practically repeated the above.)

Mr. Sharp then addressed the Court: I propose to open up shortly an outline of the facts on the part of the Empress of India, reserving until afterwards matters affecting the Kwangtai. Their story was that the Empress came up dead astern somewhere about eight miles off. This occurred in the dark but in fair weather. Each steamer saw the other for something like eight miles; notwithstanding all these circumstances, the Empress, I may almost put it, in absolute disregard of the consequences, ran down the Kwangtai; neither ship had changed its course; this is the story which has been told by the principal witnesses and it may be taken from the preliminary act of the petition and from the accounts of the principal witnesses. That story is hardly conceivable and apparently incredible. It is very unlikely, under the conditions, that any ship in the world would do what has been described by some of the witnesses. He would submit that the story is absolutely inconsistent in view of the injury to the Empress of India. He would like to make two or three preliminary observations to his Lordship, and one was that the company to which the Empress belongs is not here in the position of an ordinary defendant. Through the collision, the Company has been the sufferer, and for which loss they would have taken proceedings against the Chinese government; but as the Court is aware such could not be done. In this case the Canadian Pacific Company have been helpless and unable to take proceedings in the matter. In view of what has been adduced the two stories are not reconcilable. In collision cases, the evidence of each side is contradictory and show up evidence either one way or the other. In this case the evidence is entirely irreconcilable. It is also impossible to disguise the fact that in this case one story is not only false, but he is afraid it is intentionally false. The issue before his Lordship would be a very simple one, and the issue would rest upon which story his Lordship accepted. If what has been told by the Kwangtai's side be true, then the Empress is entirely to blame; if the Empress' story be true, then the Kwangtai is to blame. In regard to the law bearing on the subject, at this stage he would like to make one observation. He would admit that it was the primary duty of an overtaking ship to keep out of the way. He referred to Article 21 for the prevention of collisions at sea. His Lordship will learn from the evidence that the Empress, as the overtaking vessel, was performing her duty. Thereupon the Kwangtai suddenly and improperly changed her course, and swung across the bows of the Empress, thereby causing the collision. Although it is the prima-facie duty of an overtaking ship to keep out of the way, there is no presumption that she is at fault; if the other ship changed her course, and caused a collision, she must show that the particular direction in which she made the change was necessary, and that the extent to which she made her change was necessary. She must justify that change exactly as it was made; if not, she is at fault. (Marsden 39 and Regulation, 47). The obligation for a ship to keep her course is not less obligatory on the overtaking vessel than on the one overtaken. In this case, he submitted, the facts were extremely simple. On Saturday, August 15th, the vessel left Woussong for Hongkong. On the afternoon of the 29th a vessel was seen ahead on the port bow of the Empress; that vessel is believed to be the Chinese cruiser; the evening in question was fine and clear; there was no moon but there were slight easterly winds, and the sea was perfectly calm. At the 8 to 12 watch the Captain was in his room and frequently on the bridge but was very often backwards and forwards. The extra second officer was also the quartermaster. There was a look-out on the crow's nest and another on the forecastle; all those, as your Lordship is aware, were Europeans and not Chinese. The Empress was steaming along at something like 14 knots. At 9.30 the Empress had just passed the Lamont Islands, when she changed her course to S. 65 W. At 9.45 that course was changed. A white light was then observed practically dead ahead of the Empress

about eight miles away; this light subsequently proved to be that of the Kwangtai; for some time she appeared to broaden out of the port bow; the light continued to be practically dead ahead, with, if anything, a tendency to open out on the starboard bow. The Empress kept the course S. 65 W. true for a considerable time. Shortly before 11.30, twenty minutes before the collision occurred, the Kwangtai then began to broaden out quickly on the Empress' starboard bow, and at 11.30 or thereabouts, showed those on board the Empress that the Kwangtai had altered her course to starboard. At this time the ships were about one and one half mile apart and until that time, i.e., until a white light began to open up with some degree of rapidity, the white light would be nearly dead ahead. About ten minutes later the Empress changed her course from Breaker Point by four degrees. By this time the Captain came out on the bridge to alter his course. The change in the course was made at 11.38. After the course was changed the Kwangtai was still a point on the Empress' starboard bow, and Captain Marshall still remained on the bridge; thereafter the light continued to brighten on the starboard bow. Seeing that all was apparently right, he went to his room. At 11.45 when the light had broadened out on the Empress how to the extent of about three points an unlighted junk was observed by the Empress at something like three or four miles ahead just between the course of the two vessels. As the junk had no light it could not be made out until the vessel was close upon it, and the second officer who was in charge on the bridge slightly starboarded his helm; he gave an order when the second officer told him and pointed out the junk. For a short while thereafter the Captain remained on the bridge and during that time the white and stern lights of the Kwangtai continued still to broaden until she was very nearly four points on the Empress' starboard bow. Just at this time the junk was seen heading out from the coast out to sea on some thing like a southerly westerly course. She had evidently crossed the course of the Kwangtai and was approaching that of the Empress. He anticipated no danger from the junk, there being ample room so far as the Kwangtai was concerned, but shortly he and the second officer perceived that the Kwangtai was not keeping her course. The order to starboard was then given. The quartermaster and all the witnesses agree that the orders were given in time to be carried out; a fresh order of "hard a starboard" was given; both orders were practically given simultaneously, and we will take it that there was only time to carry out one of these orders. The Captain and both officers of the watch on the Empress hailed the Kwangtai to port as a collision. The Kwangtai took no notice but swung into the Empress' starboard bow. Immediately after she was observed to be swinging around and the Kwangtai struck the Empress as the witnesses will testify. At the moment of the collision the Empress had swung around to port for about three points. When the vessels struck the hulls of the ships swung together very rapidly and the gun sponson on the port side of the Kwangtai struck the Empress somewhere amidships. The first blow was caused by the bowsprit of the Kwangtai. The effect of the impact was that the Empress heeled over to the Kwangtai and inflicted a glancing blow a little forward above the bridge. Afterwards the Kwangtai's bow swung clear of the Empress, and there is no doubt but that the foundering of the Kwangtai was caused by the Empress' propeller.

Mr. Sharp addressed the Court and said he did not propose to recapitulate the evidence in all its details as no doubt the details were still fresh in his Lordship's memory. He would only therefore refer to those passages in the evidence which occurred to him in the course of his observation of the case. The issue is extremely simple. The evidence given by both sides differ more than is usual in such cases. It did not refer to the same subject. One story is held to be absolutely correct and therefore the other must be untrue. In saying this he did not refer to any small particulars in the matter of a vessel, or for that matter, fractions of minutes, speed, etc., for neither party could be absolutely correct in all those particulars. He took it that neither party could nor did suggest that his case was perfectly correct. In cases of this nature evidence must be taken as being approximately correct, for in the emergency of collision it is obviously impossible to make such exact calculations as were taken, for example, on the occasion of the ship's speed trial, made for the purpose of taking observations. The only certain time for the last few minutes would be the log time, when the collision is fixed at 11.45. The precise time the junk was sighted and the precise time the Kwangtai was first observed to swing when she altered her course to starboard cannot be ascertained as they were not logged and the time is only now a matter of recollection on the part of the witnesses. Precisely how far the Empress ran across the port bow, we cannot say. Several experiments have subsequently been made. These, of course, were only approximate. Of course they did not contend that in all of these particulars their story was absolutely correct, but what they do assert, however, broadly speaking, that as far as they were enabled, their story had been laid before His Lordship correctly and truly and it was for the Court to decide which of the two reconcilable stories—all the details being taken into consideration, as regards actual facts in which no mistake could possibly be made—it was for his Lordship to decide which of the two stories he heard, he would accept as the correct one.—*Shanghai Mercury.* (To be continued.)

CHINESE IN SIBERIA.

RUSSIAN FLEW OF THE "YELLOW PERIL."

The question of Chinese labour and the "Yellow Peril" is not agitating South Africa alone.

According to a Reuter despatch from St. Petersburg, dated October 6, the *Novos Vremya* says it records with dismay the statements made on the subject of the "Yellow Peril" in the course of the proceedings at the recent Congress at Khabarovka.

The journal remarks that the speeches made at the Congress showed the complete impotence of the Russian population of Eastern Siberia to cope with this peril. Some of the delegates were in favour of the adoption of decisive protective measures, such as the prohibition of entry to Chinese and the expulsion of those already established in the country, but other delegates protested against such measures, and candidly declared that the Russians could not dispense with the Chinese and their cheap labour, without which the entire Russian Far East would perish.

The *Novos Vremya* considers that unfortunately the latter view is correct, inasmuch as the local population has already been demoralized by the Chinese, who have deprived the Russian emigrants in Siberia of their energy and love of work owing to the cheapness of the Chinese for every branch of labour. Instead of working themselves the emigrants hand over the cultivation of their land to the Chinese.

Intimations.

BEFORE WE CAN

use them, iron and gold must first be got out of the ore. The same principle applies to cod liver oil. Its virtues are not in its fatty matters; much less in its sickening taste and smell. No consumptive, or sufferer from any other wasting disease, was ever greatly benefited by the so called "plain" cod liver oil. The shock it gives to the nerves, the repulsion and disgust it excites in the stomach, the outrages it commits upon the senses of smell and taste, are enough to spoil any medicinal potency that may be in it for the majority of people. This—to say nothing about its being indigestible. Yet there has always been reason to believe that, among the elements which form cod liver oil, there existed curative properties of the highest value. But it was necessary to separate them from the nauseating waste material with which they were combined. This was successfully accomplished in

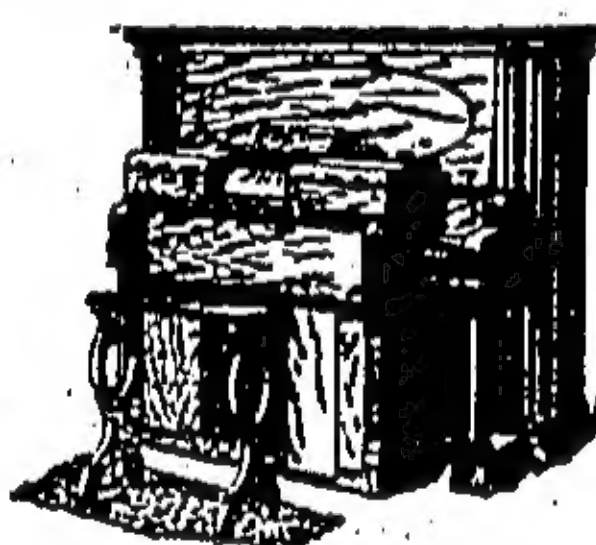
WAMPOL'S PREPARATION

and in this effective remedy, made palatable as honey, we have the very heart and soul of Pure Cod Liver Oil, combined with the Comp. Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. These constitute a tissue-builder, a blood purifier, a health renewer beyond comparison. Disease yields to it with a completeness and rapidity which satiates medical men quite as much as it delights their patients. In all wasting conditions, Scrofula and Blood Disorders, La Grippe, Chronic Bronchitis, Pulmonary Affections, etc., it never fails to relieve and cure. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. No slow or doubtful action. Effective from the first dose. "You cannot be disappointed in it." Sold by chemists here and everywhere and A. S. Watson Co., Limited.

THE ROBINSON PIANO Co., Ltd.

NOTE.

ENTIRELY NEW STOCK ARRIVING.
SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE.
GREAT REDUCTIONS
in our present stock of Pianos and Musical Goods.
Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.
Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."
Hongkong, 28th October, 1903. [4159]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAIL-MAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAILMER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [4159]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
on
MONDAY,
the 23rd November, 1903, at Noon, at the
Wardley Street Wharf,
The Steam-launches
"LEUNG SHING"
AND
"LEE CHOY."

The *Leung Shing* (Rising Star) was built in 1891, of Teak with Steel Frames, by the Hongkong and Whampoa Dock Company, and the *Lee Choy* was built in 1902, of Teak and Wood Frames, by Chinese Boat-Builders.

PARTICULARS OF THE LAUNCHES.

LEUNG SHING (RISING STAR).
HULL:
Length, over all 81 ft. 0 in.
" between perpendiculars 85 ft. 0 in.
Breadth at water deck 13 ft. 0 in.
" at main deck 13 ft. 5 in.
Depth moulded 6 ft. 9 in.
Passenger accommodation 118
ENGINES:
Diameter of H. P. Cylinder 10 in.
" of L. P. " 20 in.
Stroke 12 in.
BOILER:
Length 7 ft.
Diameter 8 ft.
Pressure 120 lbs.

LEE CHOY.
Length 65 ft.
Breadth 12 ft.
Depth 6 ft.
Engines 7 by 14 ft.
Boiler 120 lbs.
Pressure 120 lbs.
The Steam-launches can be inspected from this date within the Breakwater in Causeway Bay.

TERMS—As usual.
For further particulars, apply to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 19th November, 1903. [13292]

PUBLIC AUCTION OF JAPANESE FINE ART CURIOS AND EMBROIDERIES.

THE Undersigned has received instructions from Mr. S. NOMURA, the well-known collector, of Kioto, to sell by
PUBLIC AUCTION,
on
MONDAY,
the 23rd November, 1903,
commencing at 2.30 P.M., at his
Sales Rooms, Duddell Street,
A MAGNIFICENT COLLECTION OF JAPANESE
ART CURIOS AND EMBROIDERIES,
Comprising:—

OLD and NEW SATSUMA VASES and JARS, &c., &c.
OLD BRONZES and SILVER MOUNTED CLOISONNES, CUT VELVET PICTURES and WATER COLOURS, VERY FINE GOLD LACQUER (old Indos with carved nezukis and jewel boxes).
RICHLY EMBROIDERED SCREENS and KIMONOS;
AND
A Large Variety of beautifully EMBROIDERED SILK HANGINGS and OLD TEMPLE BROCADES.

TERMS—As usual.
Catalogues will be issued.
On View from Thursday, the 19th November.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 21st November, 1903. [13732]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
on
WEDNESDAY,
the 25th November, 1903, at 10 A.M.,
at
H.M. NAVAL YARD,
SUNDRY NAVAL, OBSOLETE AND CONDEMNED STORES,
Comprising:—

Boat's Boiler (about 40 H.P.),
Old Brass, Copper, Iron, Paper Stuff, Rags, Canvas, Clothing, Implements, &c., &c.
Catalogues will be issued.
TERMS OF SALE—As customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 19th November, 1903. [13392]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 27th November, 1903, at 11.30 A.M.,
at their
SALES ROOMS, No. 8, Des Vaux Road,
Corner of Ice House Street,
A VERY FINE COLLECTION OF
CLOISONNE WARE,
Comprising:—

Assortment of VASES, SOAP BOXES, INCENSE BURNERS, CERE BOXES, WALL PLATES, TEA POTS, TEA CASES, NAPKIN RINGS, BUCKLES, FLOWER POTS, CIGARETTE CASES, TRAYS, ASH TRAYS, TOBACCO SETS, &c., &c., &c.
N.B.—After Lot 100 the sale will be stopped and resumed at 2.30 p.m.
The above will be on view from Monday, the 23rd instant.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th November, 1903. [13170]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10c) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 20th September, 1903.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU..... J. Nagao.....	MOJI, KOBE and YOKOHAMA	FRIDAY, 27th Nov., at Daylight.
SADO MARU..... S. J. G. Parsons.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 28th Nov., at Daylight.
IZUMI MARU..... M. Yagi.....	BOMBAY, VIA PORTS.....	SATURDAY, 28th Nov., at 4 P.M.
SHINANO MARU..... W. Thompson.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 28th Nov., at 4 P.M.
BOMBAY MARU..... T. Murali.....	BOMBAY, VIA SINGAPORE AND COLOMBO	TUESDAY, 1st December, at Noon.
YAWATA MARU..... A. E. Moses.....	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 2nd Dec., at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class, Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th November, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,
FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
<i>Olympia</i>	2,837	A. Dixon.....	Nov. 25
<i>Tacoma</i>	2,812	M. Ridley.....	Dec. 15
<i>Victoria</i>	3,503	J. Truebridge.....	Dec. 19
<i>Tremont</i>	3,506	T. W. Garlick.....	Dec. 24
<i>Lyra</i>	4,417	G. V. Williams.....	Jan. 21
<i>Shawmut</i>	5,606	W. M. Smith.....	Feb. 20

† Cargo only.
Steamers marked * have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 16th November, 1903. [874d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1903. [1110d]

For Sale.

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.
Incandescent Mottles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.
Lamps fixed up for Buyers free of charge.
Naphtha of the best kind kept in stock.
TAI KWONG CO.,
50, Lyndhurst Terrace,
Hongkong, 17th November, 1903. [13714]



Insurance.

NEW ZEALAND INSURANCE COMPANY.

FIRE AND MARINE.

ESTABLISHED 1859.

CAPITAL.....£1,000,000.

HAVING been appointed AGENTS for the above Company, we are prepared to issue Policies of Insurance at Current Rates.

REISS & CO., Agents.

Hongkong, 5th November, 1903. [13292]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 28th May, 1901. [13292]

To be Let.

TO LET.

NO. 1, RIFON TERRACE (in FLATS).

HOUSES in WONG NEI CHONG ROAD facing Race Course,
FLATS in MORTON TERRACE, facing the Polo Ground,
OFFICES now in course of erection, CONNAUGHT ROAD (near BLAKE FIRM),
GODOWNS in BLUE BUILDINGS,
GODOWNS for Coal or Yarn, PRAYA EAST.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 12th November, 1903. [1359]

TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147 WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.,
Hongkong, 12th September, 1903. [916]

Intimations.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quart or 6 doz. pints).
Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.,

Hongkong, 10th January, 1903. [59]

LEVY HERMANSON

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEAR" guarantee given to every purchaser.
20, QUEEN'S ROAD, Watson's Building.

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THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

EYES FLUID
AVOID ALL RISK OF OUTBREAK OF ITS USE.
W. G. HUMPHREYS & Co.
Bank Buildings,
Hongkong, 6th March, 1897.

Entimations.



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ESTABLISHED A.D. 1841.

CLARETS.

	Per Case 12 Bts.	Per Case 6 Bts.
ESTEPHE	8.00	9.00
JULIEN	10.00	11.00
ROSE	13.50	14.50
HATEAU HAUT		
BRION LARIVET	20.00	22.00
HATEAU MOUTON		
ARMAILHACQ	24.00	26.00
HATEAU PONTET		
CANET	28.00	
HATEAU LA TOUR		
CARNET	33.00	
HATEAU RAUZAN	48.00	
HATEAU LAFITE	54.00	

All less 10% discount on account of Current Exchange.

These CLARETS are specially selected obtained from the LEADING FRENCH VINEYARDERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANTIS.

recommended to the notice of Connoisseurs as high-class after-dinner Wines.

S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

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CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4th EDITION

ESTABLISHED 1859

CHEE & CO.,

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TEMPORARY STORE:
1 FLOOR, 12, QUEEN'S ROAD,
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LIVING ROOM,
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and BED ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.
STEEL'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
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COOKING RANGES,
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HOUSEHOLD REQUISITES.

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DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903

ARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "ARMICHAEL," Hongkong.

B. C. Code, 4th Edition.

1 Code.

(Refer to) Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[3550]

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NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies: Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, NOV. 21, 1903.

SIR HENRY BLAKE AND THE CHINESE.

Before the following lines appear in print, Sir Henry Blake, the Governor of Hongkong during the historic period 1898-1903, will have taken his departure from these shores. He leaves amidst a spontaneity of demonstration of good-will which he has undoubtedly earned from the community by his tact, integrity and whole-hearted sympathy with the native race not often manifested in the degree that has won for His Excellency the unbounded esteem and gratitude of the Chinese community. In the speech delivered at Government House last Thursday, on behalf of the Chinese, there was no superfluity of verbiage; no redundancy of rhetoric. The Hon. Dr. Ho Kai confined his remarks to a record of the immense good conferred upon the people of whom he acted as the spokesman. Ruling with the characteristic justice of a British administrator, the Governor, who has just handed the reins of office to his worthy lieutenant, brought his personal sympathy to bear upon his official actions in all that tended to the promotion of the well-being and elevation of the Chinese population of the Colony and its dependencies. It is but fitting that, in commemoration of a beneficent rule, our fellow-citizens should have voluntarily offered to contribute towards a fund limited to Chinese subscriptions wherewith to endow Queen's College and the College of Medicine for Chinese with two scholarships. This assimilation of Western ideas to foster education is a happy augury of what may be expected in the future. The scholarships, with His Excellency's consent, will be associated with the illustrious name of Sir Henry Blake whom future generations of young China, that will be reared in the educational nursery of British soil, will hereafter know by tradition. No more enduring and no more beneficial memorial could be erected to perpetuate the signal deeds and untiring devotion of a Governor who has been more than a just administrator to the Chinese—he has been their true friend. As such Sir Henry Blake's name is handed down to posterity.

LOCAL AND GENERAL.

FOUR Russian destroyers, bound for Port Arthur, put into Brest on 19th ult. to coal.

THE Portuguese troopship *Africa* arrived at Singapore on the 14th inst. from Lisbon with troops for Macau. The *Africa* sailed at Tanjong Pagarrand left for Macau on 16th inst.ON the next trip of the China Navigation Company's steamer, *Chinglin*, she will bring from Sydney 50 heavy draught horses, for Manila, and about 1,000 tons general cargo for China and Japan.

MR. Marconi has accepted an invitation from the Admiralty to give on board a battleship an illustration of the success of his work in the transmission of messages to ships by wireless telegraphy over long distances.

IN the cases of importations of prohibited coins at Penang the defendants pleaded guilty, and the nominal fine of one dollar was imposed in each case. The coin imported was formally confiscated, but is to be returned to the owners.

DR. Dowie, the Zionist leader, has denied the report that his wife took to England with her a strong-box containing £1,000,000. He states that he has bequeathed to his family only 5 per cent. on the £4,000,000 worth of property he owns in Zion City.

IN charging the grand jury in the Whitaker Wright case, the Recorder said he hoped that the facts disclosed would prove a solemn warning to persons in high positions not to lend their names to commercial undertakings without possessing practical knowledge.

THE Straits Currency Commissioners monthly statement shows that \$15,344,490 in currency notes were in use. Silver in the vault was 4½ millions, and silver taken out to be re-minted of the same amount, securities amounting to the remaining 6 million being the residue of the reserve.

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THE advantages afforded in the Sydney market for obtaining supplies for the China squadron is being availed of by the British naval authorities, and shipments of foodstuffs are now being made to the naval base in the East. By the steamer *Eastern*, space was secured for 12 tons of naval stores, consisting largely of tinned meats.

By an Imperial decree just issued, the Russian military attaches in China, Japan, and Korea, are to be henceforth under the command of the new Viceroy of the Far East, and the latter will now receive at first hand all important military news connected with the three countries referred to. Colonel Ogorodnikov, professor at the General Staff School at St. Petersburg, has been appointed First Military Agent in China.

PROGRAMME of music to be performed by the Band of the 93rd Burma Infantry on the New Parade Ground, on Monday next, the 23d inst. from 3.30 to 5 p.m.

PROGRAMME.

March, "March des Terrors".....Goudard.
Overture, "La Reine d'un Jour".....Adams.
Selection, "Mirette".....Messager.
Polonaise, "The Women of the Guard".....Chopin.
Valse, "Reine du Danube".....Berger.
Gott save the King.

By order of the Russian Ministry of Marine, the number of stations for wireless telegraphy in the Far East is to be increased by the erection of the necessary apparatus on certain lightships in the Pacific and on the transport vessel *Angara*, which was formerly the steamer *Mykola*, of the Volunteer Fleet, now attached to the Pacific Squadron. The system to be used is that invented by Lieut. Popoff. The apparatus is being prepared at Cronstadt, and will be sent out to Vladivostok.

A SOMEWHAT serious shooting affray occurred between two Europeans at the Lloyd Hotel, Bangkok, on the evening of the 1st inst. Mr. Schadee and Mr. Heinrich met in the hotel and quarrelled. There was a scuffle. Mr. Heinrich, it seems, was struck by Mr. Schadee, and thereupon the former drew a revolver and fired at Schadee. The bullet grazed Schadee across the shoulders, the powder burning his coat. The affair was investigated at the German Consular Court on the 3rd inst., but the proceedings were private and the result is not yet known. It is stated, however, that the Court refused to proceed against Mr. Heinrich unless Mr. Schadee, who brought the charge, provided security for costs.

ACCORDING to the *British Courier* a meeting has been held in Vienna, attended by numerous representatives of English, French, Belgian, Dutch, German, and Russian railways, also by agents of the North German Lloyd and International Sleeping Car Company, with the object of arranging a direct service from Western Europe to Peking. Finally, it was decided to run a train de luxe from London and Paris via Berlin and Warsaw to the Chinese capital, beginning from the first of next April. M. de Perle, who presided over the meeting, was sure the Russian Government would arrange to simplify the passport and Customs regulations for through passengers, so that these tedious and unpleasant formalities would only be gone through once. The meeting also took steps to arrange for reduced sea passages for travellers to Peking, should these desire to return to Europe by steamer.THE British Admiralty has chartered a large steamer to load coal early in December at Cardiff for Hongkong, but it is still endeavouring to obtain one for immediate loading at 18s. per ton. On arrival at Hongkong the steamer may be required to follow the fleet, and the Admiralty, while reserving the right to order her to do so, undertake to hand her back at either Hongkong, Shanghai, Chefoo, Hakodate, Nagasaki, or Wei-hai-wei. It is the general opinion among shipowners that the Admiralty will not succeed in securing an early vessel at the figure named, owing to the competition of Japan and Russia for all early steamers. Within the past few weeks nine vessels of large carrying capacity have been chartered at Cardiff for the Far East, including one charter of 6,000 tons of coal for Japan at 22s. per ton. As a result of the demand prices are being quoted at 6d. to 9d. ton higher.—*L. & C. Express*.Le *Courier de Haiphong* states that the French Authorities in Tonkin have discovered a vast conspiracy amongst the native villages near that sea-port. For some time past an insurrection has been organised and signed commissions delivered to local mandarins who were to act as officers to the rebel army. Recruiting had been going on for some time in the districts round Phulien, and this was conducted with such complete secrecy that the French officials only obtained information of the projected rising on the 22nd ultimo, and then learnt that a night attack on Haiphong had been arranged for the 23rd. Urgent measures were at once taken, the garrison was kept under arms, pickets placed on the principal roads leading to the town and patrols scoured the surrounding countryside. Nothing occurred, however, so it is probable that the would-be rebels were warned that preparations had been made to give them a warm reception. A rising of the kind occurred in this province in December 1898, and the town of Haiphong was completely surprised. A good many natives and one Frenchman were killed, several wounded, and houses in the suburbs were looted and burnt before the garrison turned out, when the rebels were repulsed and more than a hundred slaughtered.

At the present time very little Mexican is in circulation in the Islands, and the most of the coin that is considered Mexican is, in reality, silver, which will remain legal tender after January 1st, for the Governor, in his executive order, authorizing the demonetization of Mexican states that Spanish currency, now in circulation in the Islands, "may" be redeemed by the insular Treasurer in gold at the ratio of 2 for one.

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A resolution of the Fire Insurance Association, the 25% extra premium is to be abolished.

THE usually dull pages of the *London Gazette* were enlivened on 16th ult. by two illustrations of a new standard weight. The new denomination of standard is a weight of fifty pounds, or "half cental," and is a multiple of the one pound imperial weight. It has received Royal approval.A MISSION, consisting of four Belgian lieutenants, specially nominated by King Leopold, will proceed to China next month (says the *L. & C. Express* of 23rd ult.) with the object of completing the survey of the Hankow-Canton railway now in course of construction. The head of the mission, Lieutenant Pontus, is the son of a former Minister of War, and has already distinguished himself in the diplomatic service.

PROPERTY ON THE SHAUKIWAN ROAD.

It is of interest to note that property to the east of the Colony is now being sought after, and with the advent of the new trains it may be expected that this hitherto unpopulated district may gain in favour and the price of land rise accordingly. It is understood that Government will resume the Bay View Hotel at the end of March for the purpose of erecting a police station on the site, while other new buildings are now in course of erection in the vicinity of the Metropole Hotel. We also learn that several enterprising gentlemen in the city contemplate erecting another hotel close to where the present Bay View Hotel stands, and rumour has it that negotiations for the purchase of a strip of land in the neighbourhood have been in progress during the week. It is significant to note that particulars and conditions of the sale of Inland Lot No. 1,708, situated at Shauiwan Road, Causeway Bay, appear in yesterday's issue of the *Gazette*. The lot, which is to be put up to auction at the offices of the Public Works Department, on the 7th prox., comprises a total area of 18,895 square feet, the boundary measurements being: North, 336 ft.; South, 310 feet; East, 66½; and West, 58½. It is to be held at an annual Crown rent of \$238, and the upset price is \$4,721. Before the expiration of twenty-four calendar months one or more good and permanent message or tenement will have to be erected on the land, the purchaser expending thereon a sum of not less than \$30,000 in rateable improvements. Special conditions laid down are to the effect that the purchaser has to defray the cost of removing the material at present occupying a portion of the area to another site, or erecting a new material, as may be arranged, and to defray the cost of removing the materials stored in or about the material to the new site. The Crown lease is to contain a proviso that the purchaser or his assigns shall have no claim to any access to the sea. Nor to any compensation in the event of any reclamation being made on the seaward side of the road in front of the lot, and a clause reserving to the Government the power to reclaim the foreshore whenever it thinks fit and without consulting the purchaser or his assigns.

THE DISAPPEARING MEXICAN PESO.

It will not be long before the Mexican peso is but a memory or a curio in the Philippine Islands. The Chinese merchants of the Islands are exporting every Mexican coin they can lay hands on, either to Hongkong or Singapore, and notwithstanding this fact, Mexican is depreciating in value every day.

Since September 15th, the Customs archives show that nearly three million Mexican dollars have been exported from this port and only three thousand imported, says the *Manila Cabaretier*. In fact, the importation of Mexicans into the Philippines has absolutely ceased. One of the reasons for this is that it ceases to be a legal tender on January 1, according to an act of the Commission; but the main reason is, that it is generally known, the bankers of Manila, in order to aid the Government in the promulgation of the new currency, have promised Governor Taft not to receive Mexican on deposit after the first of the year. This action on their part makes the currency practically worthless here from the first of the year on.

The following table will give the reader an idea of the increased exportation of Mexican during the last four years. The figures represent its gold value:—

1900.	Imports: \$2,29,671.	Exports: \$ 854,775.
1901.	Imports: \$4,030,782.	Exports: \$2,911,063.
1902.	Imports: \$8,652,648.	Exports: \$2,423,200.
1903.	Imports: \$1,933,445.	Exports: \$5,977,741.

The present year has been marked by an extraordinary exportation of Mexican currency. It is also quite evident that one year ago the Chinese merchants of the City had foreseen the present crisis and hastened to export their Mexican.

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TELEGRAMS.

(Reuter's.)

The Panama Canal Treaty.

LONDON, 19th November.

Yesterday evening at Washington, Mr. John Hay (Secretary of State of the United States), and Senor Varilla, (Panama Minister to Washington), signed the Panama Canal treaty. The treaty awards the United States absolute sovereignty of the Canal strip and provides that the United States shall pay \$10,000,000 to that Republic of Panama, on the understanding the Panama shall allot a part of the payment to Colombia as its share of the Colombian debt.

The Panama Canal Treaty provides for the Canal being neutral and for equality of treatment to all nations.

Indisposition of the Czarina.

An official bulletin announces that the Czarina is suffering from inflammation in the middle ear.

The King of Italy's Visit to England.

The King and Queen of Italy drove in full state from Paddington to the Italian Embassy, where they received the Italian colony and thence to Guildhall, through crowded streets charmingly decorated. A most hearty reception was given to them everywhere, and it was a lovely winter's day. The Prince and Princess of Wales and the Duke of Connaught awaited their arrival at Guildhall where lunch was served attended by the fullest civic ceremony.

The Austro-Russian Macedonian Reform Scheme.

The Austrian and Russian Embassies have informed the Porte that, unless an answer is received to their last note in the next few days, they will demand a direct reply from the Sultan.

FOOTBALL.

On Monday afternoon, on the Happy Valley the Hongkong Football Club will play "B" Co., Sherwood Foresters. Kick-off half-past four. The following will play for the Club: A. N. Other, goal; W. G. Worcester, and V. F. Ancoit, backs; H. C. Gray, C. T. Kew, and P. K. Kayet, halves; W. H. Williams, A. O. Brown, R. Hancock, and F. Richardson forwards.

THE SUGAR INDUSTRY.

At the meeting of the Singapore Legislative Council on the 19th inst., in the absence of the Hon. J. Turner, the Hon. W. J. Napier asked, "In view of the action taken by the Home Government in connection with Bounty Fed Sugar, what steps does the Government of the Colony intend to take?" The acting Colonial Secretary replied that regulations under the Import and Export Registration Ordinance of 1886 had been drawn up, and considered by the Governor in Council, and were to be submitted to the Secretary of State.

SIR FREDERICK TREVES

COMING TO CHINA.

Sir Frederick Treves, whilst not disclaiming the Parliamentary ambitions attributed to him by the papers, declares the announcement to be decidedly premature. The only definite plan he has made for the future is to pass the first few months of the leisure his partial retirement from practice has given him in a tour of the Far East.

Sir Frederick will not altogether abandon the profession. The King has urged him to retain the appointment of Surgeon to his Majesty, and the royal request is not one that could be easily refused. It is probable, too, says the *Manchester Courier*, that after a long holiday in India, Japan, and America the distinguished specialist will resume his duties as consulting surgeon to the London Hospital. He has not resigned this position, and he is one of the medical advisers of the War Office.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lalsang*) 23rd inst.
Canadian (*Empress of Japan*) 24th inst.
German (*Hamburg*) 25th inst.
German (*König Albert*) 25th inst.
American (*Coptic*) 27th inst.
Tacoma (*Tacoma*) 4th prox.
French (*Australien*) 8th prox.
American (*America Maru*) 8th prox.

The P. & O. S. N. Co.'s s.s. *Ceylon* left Singapore for this port on 20th inst., at 8 a.m.The C. & M. Co.'s s.s. *Rubi* left Manila to-day, at 2 a.m., and is due here on Monday, at 2 p.m.The C. P. R. Co.'s s.s. *Tartar* left Vancouver on 17th inst., for Hongkong, via the usual ports of call.The Silk ex C. P. R. Co.'s s.s. *Empress of China* from Hongkong on 21st ult., arrived at New York on 20th inst.The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Nagasaki at 9 a.m., on 20th inst., and leaves again at 5 p.m., same day, for Shanghai where she is due to arrive at 1 a.m., on 22nd inst.The Imperial German Mail s.s. *König Albert* carrying the German Mails with dates from Berlin of the 4th ult., left Singapore on Friday, at 6 p.m., and may be expected here on 25th inst., in the morning.

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THE GOVERNOR'S DEPARTURE.

THE COMMUNITY'S ADDRESS.

THE EMBARKATION.

Shortly before two o'clock this afternoon, the Peninsular and Oriental Steam Navigation Co.'s liner *Malta* left the harbour, homeward bound, having on board H.E. Sir H. A. Blake, G.C.M.G., who carries away with him many pleasant memories of the five years' residence in the Island of Frigate Streams, and a knowledge that he and Lady Blake, who accompanied him to Ceylon, have won a lasting place in the hearts of its citizens. They left Government House at 11 a.m., accompanied by Sir John Keane, A.D.C., and their chairs were escorted by eight constables, under the orders of Sergeant Abley. The cortege went along Garden Road, down to Queen's Road, and so to the City Hall. The line of route was kept by the 110th Marabattas, and the police, under Chief Inspector Baker. Owing to the inclement weather—indeed the overcast sky and continued drizzle were more like a sample of March or April than the usual bright and dry days of our November—the troops wore their topcoats. The line of march was crowded with European and Chinese spectators. On the arrival of the official procession at the City Hall, the Governor was received with the usual salute, the troops presenting arms and the bands of the Marabattas playing the first bars of the National Anthem. H.E. Lady Blake and suite alighted at the main entrance.

Meanwhile many persons had congregated in the large room at the City Hall awaiting the arrival of His Excellency. Amongst those present were noticed the Chief Justice (Sir W. M. Goodman), the Puisne Judge (Mr. A. G. Wise), the Colonial Secretary (Hon. F. H. May, C.M.G.), Hon. L. A. M. Johnston (Acting Colonial Treasurer), Hon. Sir H. Berkeley (Attorney General), Hon. W. Chatham (Director of Public Works), Hon. Basil Taylor (Harbour Master), Hon. A. W. Hewin (Registrar General), Hon. Sir Paul Chater, C.M.G., Hon. Dr. J. M. Atkinson, Hon. C. W. Dickson, Colonel L. F. Brown, C.C.G., Hon. Gershom Stewart, Hon. L. R. Eo Kai, Hon. Wei Yuk, Major D. Hepenstall, Messrs. E. A. Hewitt, C. A. Tomes, H. W. Looker, H. P. Tooker, A. Ramjahn, M. S. Northcote, H. N. Mody, T. Liebert, Consul for France; E. Hamman, Consul for Belgium; L. Volpicelli, Consul for Italy, E. Mueller, Consul for Peru; C. Clementi, H. W. Shade, E. H. Sharp, K. C. B. Layton, J. Hastings, H. J. Gedde, R. F. Johnston, Major Radcliffe, Monsignor Piazoli, the Procurator des Missions Etrangères, Beaubien, the Rev. Fathers Spada, de Maria and Gabard. Messrs. Ho Tung, Ho Fook, Ho Kom Tong, Chau Siu Ki, Yong Wun Chung, Leung Piu Chi, Tsung Shi Kai, Wong Kom Fok, Lo Koon Ting, Fung Wa Chun, Lo Cheung Shui, Lam Chi Fung, Chun Lam Hung and Lau Chu Pak.

Upon entering the large hall those present rose from their seats and remained standing throughout the reading of the addresses. Sir Henry and Lady Blake having taken their seats on a platform draped in red and tastefully adorned with palms, Sir William Goodman, accompanied by the unofficial members of Council and the committee of the Chamber of Commerce, including Sir Paul Chater, Hon. Gershom Stewart, Hon. C. W. Dickson, Hon. Dr. Ho Kai, Hon. Wei Yuk, Messrs. E. A. Hewitt, D. R. Law, N. A. Siebs, A. G. Wood, R. C. Wilcox and others, who made the arrangements in connection with the address, then entered the hall from the right of the platform.

THE ADDRESS.

Sir William Goodman said:—Your Excellency,—We have met here this morning to present to Your Excellency an address from the people of this Colony expressing, now that you are about to leave us, their appreciation of your work here as Governor and their hearty good wishes for your success and well-being in the future. I feel it a great honour to have been specially asked to act on this occasion for those who have signed that address, representing, as they do, not only the British residents but also the various nationalities which go to make up the general community of Hongkong; and in their name, I will now ask Your Excellency's permission to read that address and then to add a few words of my own.

Sir William then read the following address:—
To His Excellency Sir HENRY ARTHUR BLAKE, G.C.M.G., Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same.

Your Excellency,—We, the undersigned residents of Hongkong, on the eve of your departure to take up the important post His Majesty has been graciously pleased to confer upon you, desire to express our appreciation of the valuable services rendered to this Colony during your Excellency's term of office here. "The administration of a Crown Colony at a distance of more than ten thousand miles from the mother country cannot, even in ordinary times, prove an easy task. We realise that the difficulties attendant upon a peaceful and successful government of this Colony were increased during the earlier period of your Excellency's tenure of office by the disastrous outbreak in the neighbouring Empire, and we are glad to think that at this critical period the government of the Colony was in your able hands. It is impossible in the brief space afforded us by an address to go into detail as to the various phases of your Excellency's administration, but we would specially refer to a few of the more important. During your term of office the boundaries of the Colony have been extended from 27 square miles to 400 square miles, an increase which naturally adds largely to the work of administration, and we rejoice to feel that the disturbances and resistance met with in taking over the New Territory were promptly and decisively overcome, and that the popula-

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